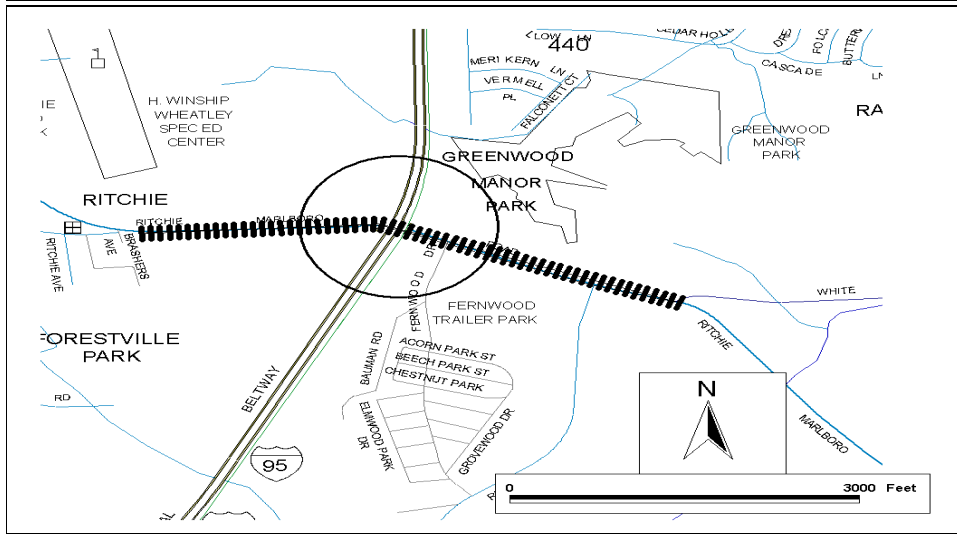


STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-95 / I-495, Capital Beltway

DESCRIPTION: Construct a new interchange at I-95 / I-495 (Capital Beltway) and Ritchie Marlboro Road. Wide curb lanes will accommodate bicycles. Sidewalks will be included.

JUSTIFICATION: This interchange will relieve capacity problems at the I-95 / I-495 interchanges with MD 214 and MD 4 and will improve access to planned economic development in the area.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	351	468	0	0	0	NHS
CO	4345	3613	1383	0	0	NHS/HPP

STATUS: Construction underway. Prince George's County participated in the cost of Final Engineering and funding construction improvements on connecting County roads. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	907	907	0	0	0	0	0	0	0	0
Engineering	2,006	2,006	0	0	0	0	0	0	0	0
Right-of-way	7,281	6,055	676	550	0	0	0	0	1,226	0
Construction	14,207	3,675	4,914	4,052	1,566	0	0	0	10,532	0
Total	24,401	12,643	5,590	4,602	1,566	0	0	0	11,758	0
Federal-Aid	14,636	4,476	4,696	4,081	1,383	0	0	0	10,160	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

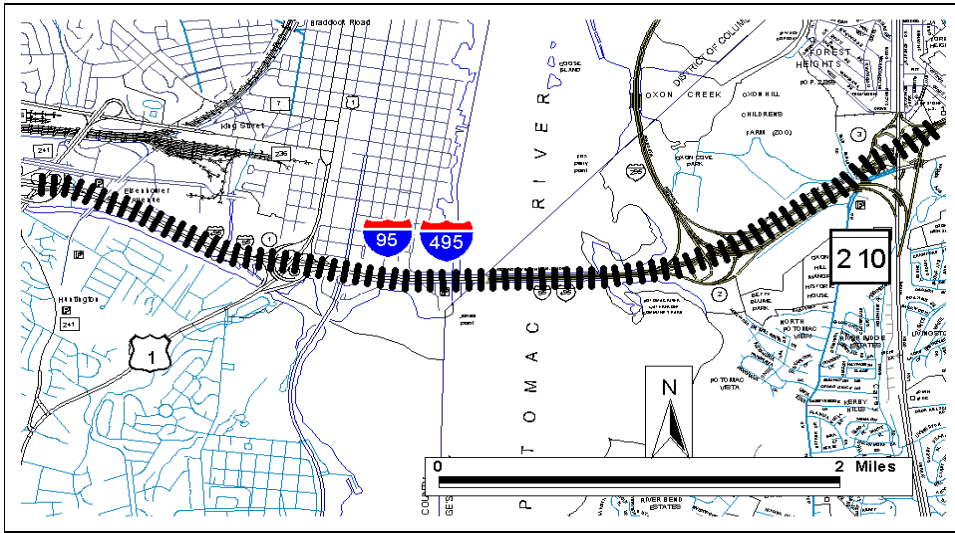
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 177,300

PROJECTED (2025) - 281,850

OPERATING COST IMPACT: \$3,500 per year



PROJECT: I-95 / I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to develop a replacement facility to address congestion and operational problems associated with the existing Woodrow Wilson Bridge. The limits of the study are from Telegraph Rd. in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project.

JUSTIFICATION: The bridge is nearing the end of its structural life and is currently operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-295/I-495, National Harbor Access (Construction Program)

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

MD 210, MD 228 to Capital Beltway (D&E Program)

STATUS: Final Engineering, Right-of-way and Construction underway. Funding shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The \$146.0 million cost increase is due to updating the project based on the approved financing plan.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	90373	0	77111	2843	2164	WWB

POTENTIAL FUNDING SOURCE:

☐ SPECIAL
 ☒ FEDERAL
 ☒ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	57,544	35,603	11,695	7,056	2,961	229	0	0	21,941	0
Right-of-way	8,199	700	1,055	405	1,510	1,510	1,510	1,509	7,499	0
Construction	1,250,619	27,205	119,943	270,249	245,960	229,910	150,650	129,474	1,146,186	77,228
Total	1,316,362	63,508	132,693	277,710	250,431	231,649	152,160	130,983	1,175,626	77,228
Federal-Aid	1,099,254	61,059	124,094	236,981	183,527	177,047	137,289	119,021	977,959	60,236

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

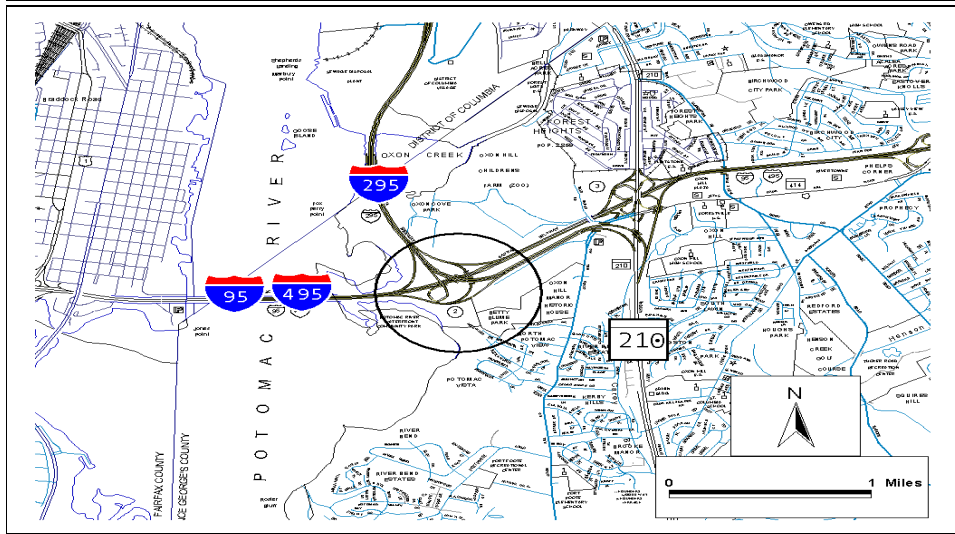
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 198,700

PROJECTED (2025) - 310,400

OPERATING COST IMPACT: \$700,000 per year



PROJECT: I-295 / I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

JUSTIFICATION: This project supports the National Harbor project, which is a major economic development opportunity in Prince George's County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Woodrow Wilson Bridge Improvements (Construction Program)
 I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)
 MD 210, MD 228 to Capital Beltway (D&E Program)

STATUS: Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Construction delayed from Fiscal Year 02 to Fiscal Year 03 due to the national economic slowdown.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,650	0	825	2,725	2,750	350	0	0	0	6,650	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	49,050	0	0	5,200	19,300	13,250	11,300	0	0	49,050	0
Total	55,700	0	825	7,925	22,050	13,600	11,300	0	0	55,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

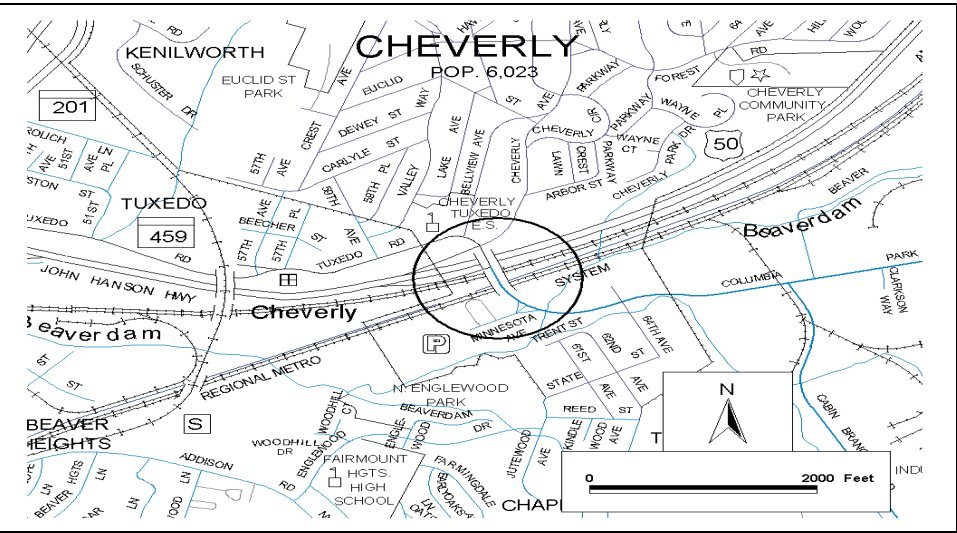
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 198,700

PROJECTED (2025) - 310,400

OPERATING COST IMPACT: \$3,900 per year



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construction of a ramp from northbound Columbia Park Road to eastbound US 50. This adds a movement not available at the existing US 50 / Columbia Park Road interchange. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will improve traffic operations while increasing accessibility to employment areas in the vicinity of the US 50 / Columbia Park Road interchange.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
US 50, East of US 301 to east of I-95/I-495 (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3201	1695	0	0	0	NHS/HPP

STATUS: Construction underway. This project includes replacement of a county bridge. The funding shown is SHA share only.

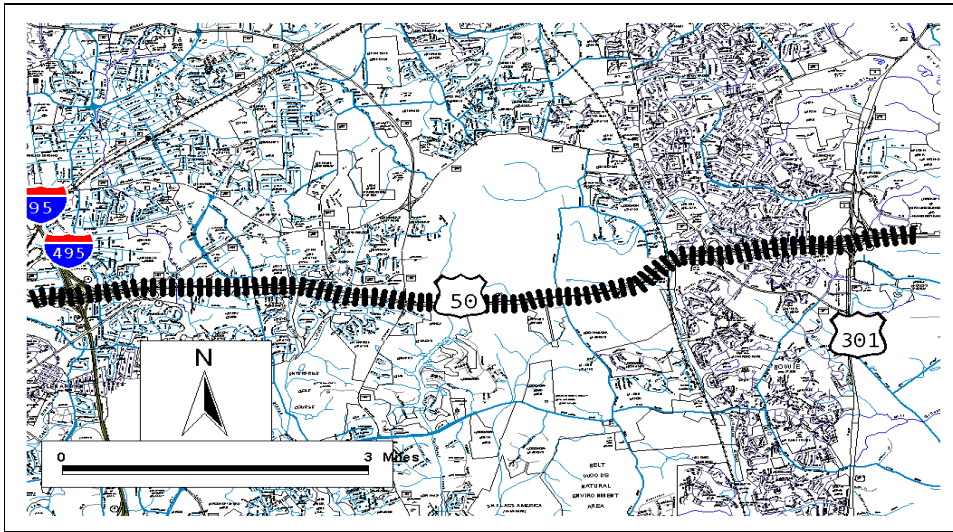
SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	577	577	0	0	0	0	0	0	0	0	0
Engineering	342	342	0	0	0	0	0	0	0	0	0
Right-of-way	457	358	99	0	0	0	0	0	0	99	0
Construction	6,099	128	3,904	2,067	0	0	0	0	0	5,971	0
Total	7,475	1,405	4,003	2,067	0	0	0	0	0	6,070	0
Federal-Aid	6,001	1,028	3,279	1,694	0	0	0	0	0	4,973	0

FUNCTION :
STATE - Principal Arterial
FEDERAL - Freeway - Expressway
STATE SYSTEM : Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (2000) - 78,000
PROJECTED (2025) - 116,900
OPERATING COST IMPACT: \$1,200 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 5

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Provide a high occupancy vehicle lane in each direction, from east of US 301 to east of I-95 / I-495. This project also includes extending the acceleration lane for the ramp connecting MD 197 southbound to US 50 westbound (8.2 miles).

JUSTIFICATION: The recent trend of rapid development in the Bowie area and Anne Arundel County has caused severe traffic congestion along this portion of US 50 during the morning and evening peak periods. High occupancy vehicle lanes will encourage carpooling, improve traffic mobility and enhance safety along this segment of US 50.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, Bell Station to Stonybrook Drive (Construction Program)
 MD 450, MD 193 to Stonybrook Drive (Construction Program)
 MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)
 US 301, North of Mount Oak Road to US 50 (D&E Program)
 US 301, South Corridor Transportation Study (D&E Program)
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The cost increase of \$3.2 million is due to the addition of an enforcement area.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	11545	8855	1199	469	0	CMAQ

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	877	877	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,284	1,176	12,864	10,106	1,537	601	0	0	25,108	0
Total	27,161	2,053	12,864	10,106	1,537	601	0	0	25,108	0
Federal-Aid	23,125	1,058	11,545	8,855	1,199	468	0	0	22,067	0

FUNCTION:

STATE - Urban Major Arterial

FEDERAL - Urban Interstate

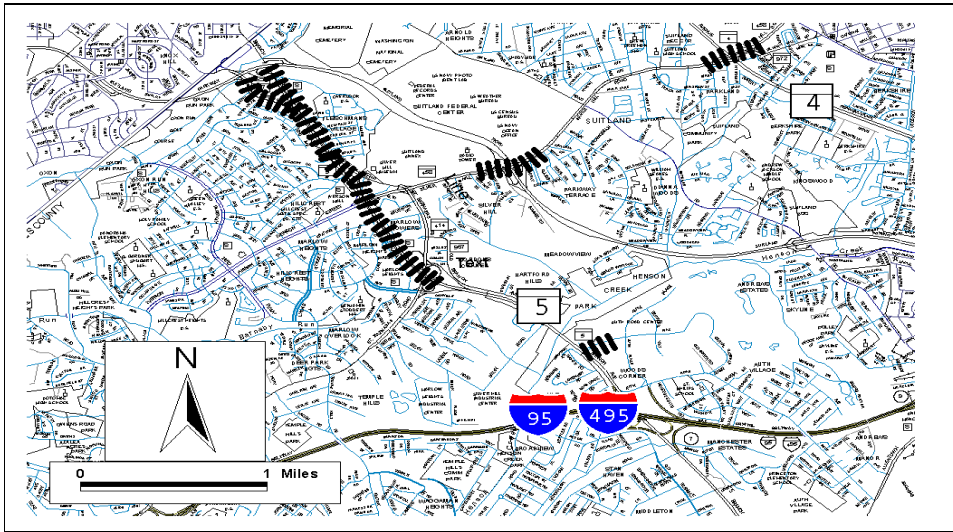
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 96,875

PROJECTED (2025) - 142,000

OPERATING COST IMPACT: \$22,500 per year



PROJECT: Green Line Metro Extension Access Improvements

DESCRIPTION: Improved intersections along MD 5, Auth Road and MD 458 corridors. Widen southbound MD 5, from Suitland Parkway to north of MD 414 and MD 637. These improvements will provide access to the proposed Branch Avenue, Suitland, and Naylor Road Metro Stations. Sidewalks are included.

JUSTIFICATION: This project provides improved access to the Metro Stations that opened in 2001 and relieved congestion on MD 5, MD 458 and MD 637 during peak periods.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (D&E Program)

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

I-95/I-495, Branch Avenue Metro Station Access Study (D&E Program)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,203	2,203	0	0	0	0	0	0	0	0
Right-of-way	2,066	1,921	145	0	0	0	0	0	145	0
Construction	11,935	11,033	902	0	0	0	0	0	902	0
Total	16,204	15,157	1,047	0	0	0	0	0	1,047	0
Federal-Aid	10,693	9,833	860	0	0	0	0	0	860	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

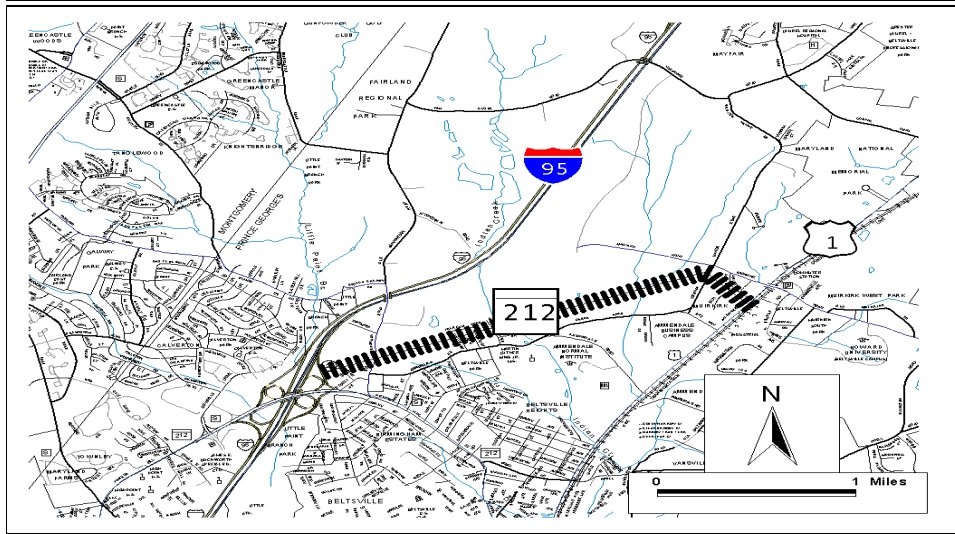
CURRENT (2000) - 69,150 (MD 5)

PROJECTED (2025) - 115,900 (MD 5)

OPERATING COST IMPACT: \$5,000 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 7

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County will construct a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.0 miles). When completed this road will become MD 212. Wide curb lanes will accommodate bicycles. Sidewalks to be included where appropriate.

JUSTIFICATION: This project will relieve the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

US 1, College Avenue to Sunnyside Avenue (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction reimbursement to Prince George's County to begin during current fiscal year. Funding shown is SHA's share only. This project is dependent upon a road transfer of existing MD 212 to the county.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The Construction cost decreased \$2.0 million due to a reimbursement agreement with the county.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,000	0	3,000	2,000	2,000	0	0	0	7,000	0
Total	7,000	0	3,000	2,000	2,000	0	0	0	7,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

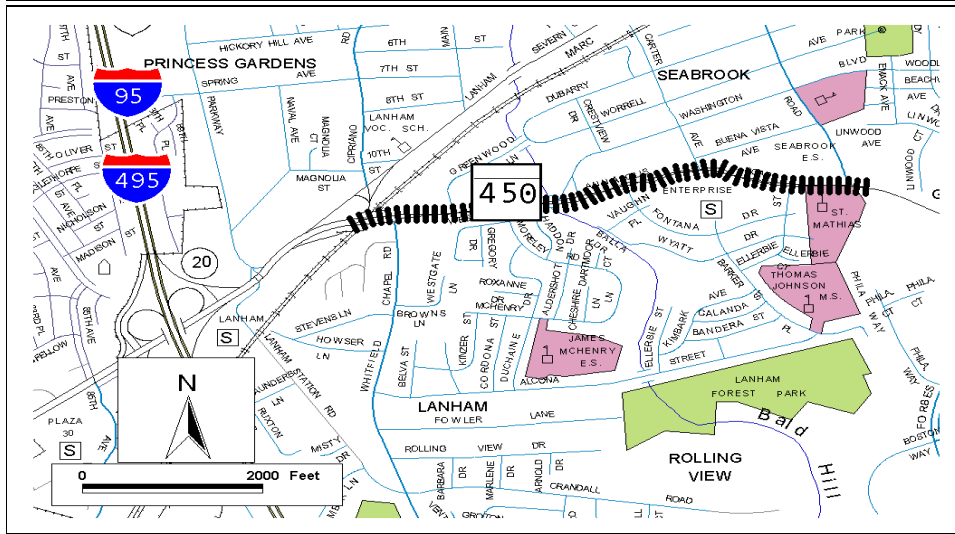
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 30,000

PROJECTED (2025) - 49,200

OPERATING COST IMPACT: \$10,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from east of Whitfield Chapel Road to Seabrook Road (0.95 miles). Wide outside lanes will accommodate bicycles. Sidewalks will be included as appropriate.

JUSTIFICATION: Additional lanes are needed to accommodate high volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)
 MD 450, MD 193 to Stoneybrook Drive (Construction Program)
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Construction advanced from Fiscal Year 04 to Fiscal Year 03 due to project design being completed ahead of schedule. The cost decrease of \$1.0 million due to lower inflation rates.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	5460	0	0	0	0	STP
CO	0	2678	4019	1342	0	STP

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)					.....2004.....	.....2005.....	.....2006.....	.....2007.....	
Planning	1,334	1,334	0	0	0	0	0	0	0	0			
Engineering	1,428	788	640	0	0	0	0	0	640	0			
Right-of-way	8,508	1,508	7,000	0	0	0	0	0	7,000	0			
Construction	10,305	0	0	3,433	5,152	1,720	0	0	10,305	0			
Total	21,575	3,630	7,640	3,433	5,152	1,720	0	0	17,945	0			
Federal-Aid	14,674	1,176	5,460	2,678	4,019	1,341	0	0	13,498	0			

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

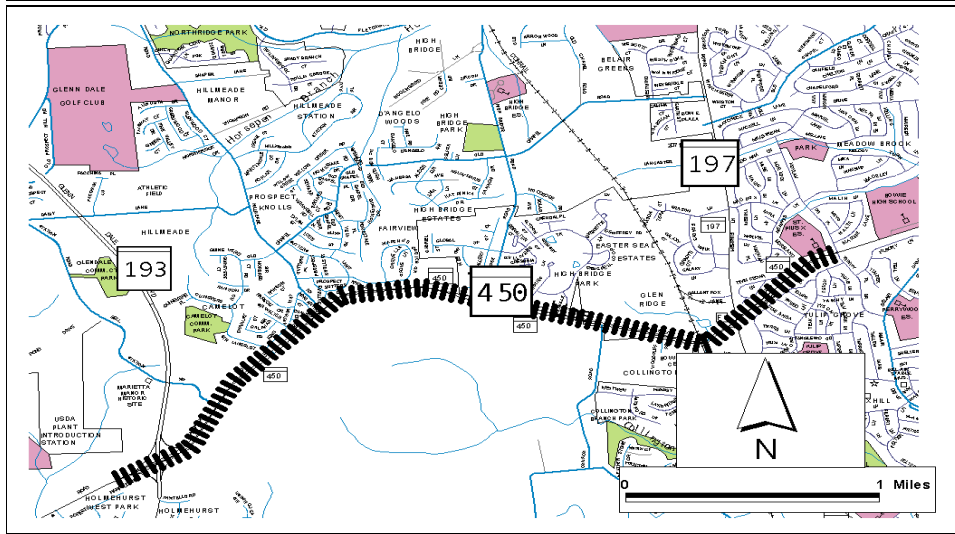
CURRENT (2000) - 25,700

PROJECTED (2025) - 39,800

OPERATING COST IMPACT: \$5,000 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 9

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen MD 450 to a multi-lane divided highway from MD 193 to Stonybrook Drive (5.8 miles). Sidewalks / hiker / biker facility will be included as appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The improvements are needed to accommodate high volumes of traffic and to improve safety. The existing roadway has narrow shoulders and poor sight distance. The area surrounding MD 450 is a high growth area in Prince George's County.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- MD 450, Seabrook Road to MD 193 (Construction Program)
- MD 450, MD 193 to Bell Station Road (Construction Program)
- MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)
- US 50, East of US 301 to east of I-95/I-495 (Construction Program)
- MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Right-of-way underway. Construction to begin during current fiscal year. Construction for the segment from MD 193 to Bell Station Road to be funded by developer. Cost shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Combined the MD 450 projects from MD 193 to Bell Station Road and Bell Station Road to Stonybrook Drive.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	449	2729	0	0	0	STP
CO	2980	9956	11535	7690	0	STP

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	17,387	1,065	5,159	7,059	4,104	0	0	0	16,322
Construction	24,973	0	1,928	6,936	8,414	7,695	0	0	24,973
Total	42,360	1,065	7,087	13,995	12,518	7,695	0	0	41,295
Federal-Aid	31,170	271	4,490	10,643	9,764	6,002	0	0	30,899

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

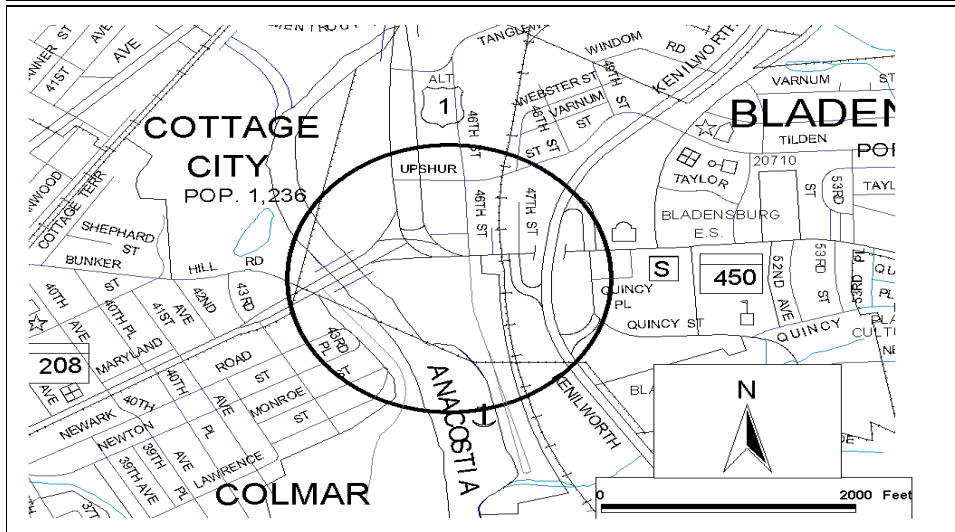
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 23,000

PROJECTED (2025) - 42,650

OPERATING COST IMPACT: \$2,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross.

JUSTIFICATION: This project would improve safety and relief major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	12724	16080	14612	STP

STATUS: Final Engineering underway. Right-of-way to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Right-of-way delayed from Fiscal Year 01 to Fiscal Year 03, and Construction delayed from Fiscal Year 03 to Fiscal Year 04 due to scope changes which required additional design time.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	501	501	0	0	0	0	0	0	0	0	
Engineering	2,000	538	800	662	0	0	0	0	1,462	0	
Right-of-way	2,000	0	0	500	1,500	0	0	0	2,000	0	
Construction	49,337	0	0	0	14,459	18,273	16,605	0	49,337	0	
Total	53,838	1,039	800	1,162	15,959	18,273	16,605	0	52,799	0	
Federal-Aid	43,767	351	0	0	12,724	16,080	14,612	0	43,416	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

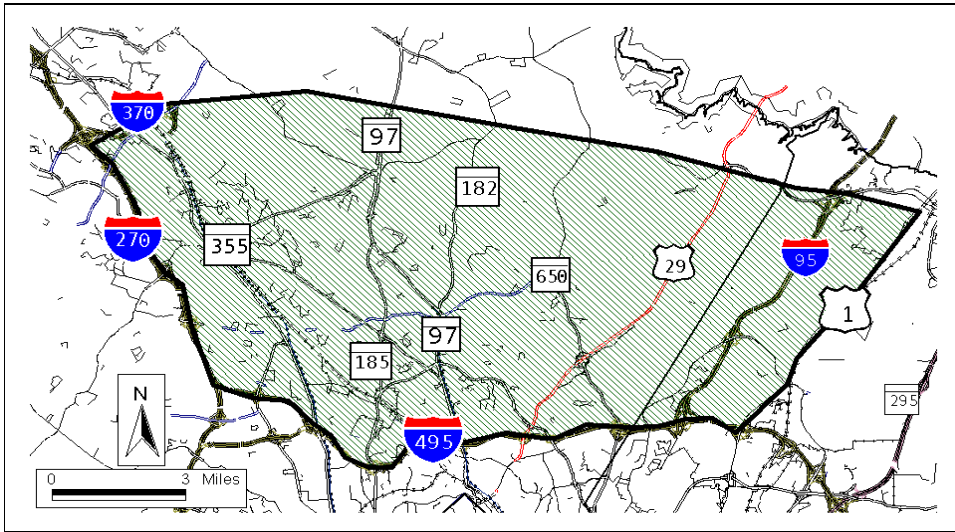
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 53,000

PROJECTED (2025) - 85,250

OPERATING COST IMPACT: N/A



PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access included as appropriate.

JUSTIFICATION: This series of minor project improvements will provide relief to traffic congestion and improve east/west travel between I-270 and US 1 in Montgomery and Prince George's counties.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Construction and D&E Programs - Montgomery County)
 I-270, East & West Spur Interchanges (Construction Program - Montgomery County)
 MD 115, MD 28 to MD 124 (Construction Program - Montgomery County)
 East/West Link Improvements (D&E Program)
 MD 28/MD 198, MD 97 to I-95 (D&E Program)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

STATUS: Final Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	543	508	0	0	0	STP
RW	112	3873	260	0	0	STP
CO	2007	754	15821	13595	0	STP/CMAQ

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

<u>PROJECT CASH FLOW</u>										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	998	998	0	0	0	0	0	0	0	0
Engineering	10,760	6,890	2,225	1,405	240	0	0	0	3,870	0
Right-of-way	11,493	1,775	2,935	4,918	1,865	0	0	0	9,718	0
Construction	54,135	9,926	4,961	1,535	19,296	18,417	0	0	44,209	0
Total	77,386	19,589	10,121	7,858	21,401	18,417	0	0	57,797	0
Federal-Aid	52,230	9,533	6,754	5,350	16,234	14,359	0	0	42,697	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

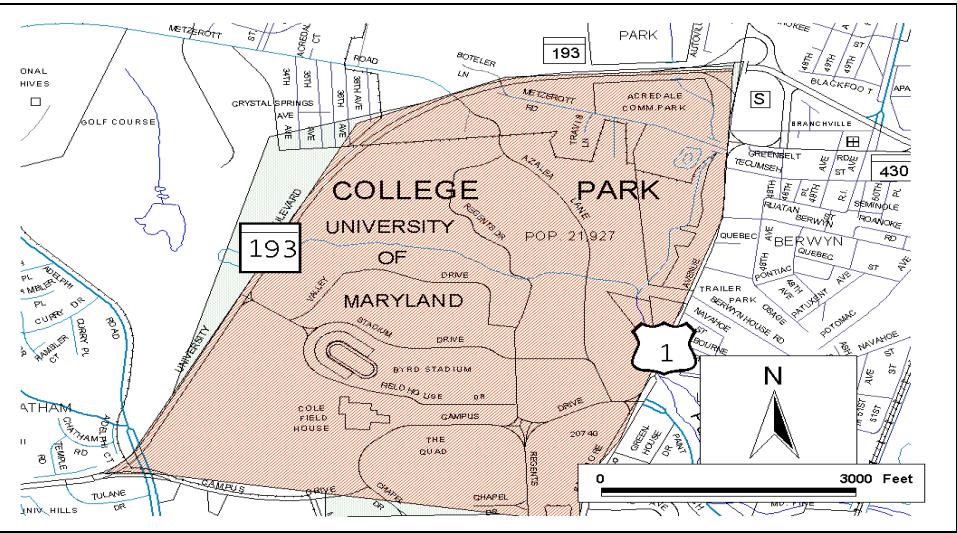
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT: N/A



PROJECT: University of Maryland Arena Replacement Access Improvements

DESCRIPTION: Infrastructure improvements and other preliminary work including construction of an access road, widening and other improvements to existing roads, additional surface parking lots and sidewalks, relocation of utilities and various structures, and other related inspection testing and design funds necessary to serve the new University of Maryland Arena. Bicycles will be accommodated on MD 193 shoulders, local roadways and trails.

JUSTIFICATION: This project will improve traffic operations and enhance safety at and around the University of Maryland at College Park and serve the new arena.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to Sunnyside Avenue (D&E Program)
MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

Federal Funding By Year of Obligation					
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The cost increase of \$1.7 million is due to improvements on MD 193 to accommodate bicycles.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	SIX YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	12	10	2	0	0	0	0	0	2
Construction	19,567	10,300	6,800	2,467	0	0	0	0	9,267
Total	19,579	10,310	6,802	2,467	0	0	0	0	9,269
Federal-Aid	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 41,000

PROJECTED (2025) - 74,300

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<u>Fiscal Year 2001 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	I 95	MD 212 to Brooklyn Bridge Road; resurface	8,108	Completed
2	MD 193	Greenbelt Road; 62nd Street to MD 201; resurface	130	Completed
3	MD 202	Largo Road; MD 725 to Eaton Drive; mill and resurface	255	Completed
4	MD 430	Greenbelt Road; US 1 to MD 193; mill and resurface	125	Completed
5	MD564/564C	Chestnut Avenue/11th Street; Structure 16020 to end of road and MD 564C from MD 564 to MD 564B (Chestnut Avenue); mill and resurface	94	Completed
6	MD 704	Martin Luther King Jr. Highway; Business Parkway to 200 feet west of Hargrove Drive; mill and resurface	246	Completed
7	MD 704	Martin Luther King Jr. Highway; Roosevelt Avenue to Greenleaf Road and at Columbia Park Road; mill and resurface westbound roadway	165	Completed
8	MD 717	Water Street; MD 725 to MD 4; mill and resurface	127	Completed
<u>Streetscapes and Minor Reconstruction</u>				
9	MD 332	Central Avenue; Washington D.C. Line to Ventura Avenue; urban street reconstruct	2,043	Completed
<u>C.H.A.R.T. Projects</u>				
10	I 95	I 695 to I 95/I 495; install variable message signs, traffic detectors and traveler alert signs for advanced traffic management (Note: Cost for entire project shown in Prince George's, Howard and Baltimore Counties.)	964	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u>Fiscal Year 2001 Completions (cont'd)</u>		
		<u>C.H.A.R.T. Projects (cont'd)</u>		
11	MD 295	Baltimore Washington Parkway; South of MD 202 to MD 175; install loop detectors for advanced traffic management system (Note: Cost for entire project shown in Anne Arundel and Prince George's Counties.)	554	Completed
		<u>Sidewalks</u>		
12	MD 332	Central Avenue; Ventura Avenue to Addison Road in Capital Heights; retrofit sidewalks	230	Completed
13	MD 650	New Hampshire Avenue; at MD 193 in Langley Park; retrofit sidewalks	50	Completed
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
14		WB&A Rail to Trail - Conversion of WB&A Railroad Right-of-Way to Hiker/Biker/Equestrian Trail from MD 450 to Race Track Road.	1,714	Completed
		<u>Fiscal Years 2002 and 2003</u>		
		<u>Resurface/Rehabilitate</u>		
15	MD 4	Pennsylvania Avenue; District of Columbia Line to 1000 feet east of Walters Lane; resurface	4,672	Under construction
16	MD 4	Pennsylvania Avenue; 1000 feet east of Walters Lane to I 95 (Capital Beltway); resurface	1,611	Under construction
17	I 95	Capital Beltway; Darcy Road to US 50; resurface	9,988	Under construction
18	I 95	Capital Beltway; MD 5 to Darcy Road; resurface	9,280	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<u>Fiscal Years 2002 and 2003 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
19	MD 214	Central Avenue; At St. Michaels Drive; resurface (Note: Project schedule is dependent upon developer.)	16	FY 2002
20	US 301	Crain Highway; North of weigh station to MD 214; resurface	348	FY 2003
21	MD 725	Old Marlboro Pike; Bridge 16009 to Main Street; resurface	45	FY 2002
22	MD 725	Old Marlboro Pike; John Rodgers Boulevard to 1,000 feet east of Elm Street; resurface	1,144	FY 2003
<u>Bridge Replacement/Rehabilitation</u>				
23	MD 4	Pennsylvania Avenue; Bridges 1610803 and 1610804 over Marlboro Racetrack Road; bridge rehabilitation	1,091	FY 2002
24	MD 4	Pennsylvania Avenue; Bridges 1610003 and 1610004 over Western Branch; bridge rehabilitation	4,765	Completed
25	CO 14	Cherry Hill Road; Bridges 16044, 16132 and 16175 over I 95 and the Capital Beltway; bridge widening (Note: Cost shown represents SHA share of project costs for construction.)	700	FY 2003
26	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	7,744	Under construction
27	MD 202	Largo Road; Bridge 16106 on MD 202 ramp over US 50; bridge deck replacement	1,791	Completed
<u>Safety/Spot Improvement</u>				
28	US 1	Baltimore Avenue; at Contee Road; add lane, modify signal and signing	313	FY 2003
29	US 1	Baltimore Avenue; at Cherry Hill Road; channelization, modify signal and signing	114	FY 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<u>Fiscal Years 2002 and 2003 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
30	US 1	Baltimore Avenue; at Muirkirk Meadows Drive; provide northbound left turn lane	667	Completed
31	MD 5	Branch Avenue; at Surratts Road; provide additional thru lane northbound	1,500	FY 2003
32	US 50	John Hanson Highway; Enterprise Road to US 301; concrete patching	107	Under construction
33	I 95	Capital Beltway; at Inner Loop ramp to westbound MD 214; dualize existing ramp and signalization	941	Completed
34	MD 193	Greenbelt Road; at Cherrywood Lane and 60th Avenue; widen to provide double left turn lanes eastbound	200	FY 2003
35	MD 193	Enterprise Road; at MD 953; geometric improvements	151	Under construction
36	MD 201	Kenilworth Avenue; Cherrywood Lane to Sunnyside Avenue; widening (Project to be done by U.S.D.A.)	0	FY 2002
37	MD 202	Largo Road; at Brightseat Road; extend left turn lane	398	FY 2003
38	MD 212	Riggs Road; at MD 410; provide double left turn lanes southbound and adjust signal phasing	400	FY 2003
39	US 301	Crain Highway; at South Osborne Road; provide double left turn lanes, modify signal and signing	229	FY 2003
40	MD 410A	Belcrest Road; at MD 500; lengthen left turn lane, modify signal and signing	114	FY 2003
41	MD 414	St. Barnabas Road; at Wheeler Road/Winston Street; provide double left turn lanes, modify signals and signing	761	FY 2003
42	MD 650	New Hampshire Avenue; at Quebec Street; provide left turn lanes	241	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<u>Fiscal Years 2002 and 2003 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
43	MD 704	Martin Luther King Jr. Highway; at Sheriff Road; add right turn lane, modify signal and signing	285	FY 2003
<u>Neighborhood Conservation</u>				
44	US 1	Rhode Island Avenue; District of Columbia Line (Eastern Avenue) to 34th Street in Mt. Rainier; streetscape (Funded for preliminary concept studies only)	75	FY 2003
45	US 1	Baltimore Avenue; Farragut Avenue to Hamilton Avenue in Hyattsville; urban street reconstruct (Project schedule is dependent upon the City.)	680	FY 2002
46	US 1	Baltimore Avenue; Contee Road to Oak Street in Laurel; urban street reconstruct (Funded for preliminary engineering only)	826	PE Underway
47	US 1	Baltimore Avenue; Oak Street to MD 198 in Laurel; intersection improvements and streetscape	4,941	Under construction
48	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; urban street reconstruct (northbound) (Funded for preliminary engineering only)	353	PE Underway
49	US 1	Rhode Island Avenue; at 34th Street and Perry Street in Mt. Rainier; construct roundabout	1,302	Under construction
50	US 1	Baltimore Avenue; Hamilton Avenue to MD 410 in Hyattsville; urban street reconstruct (Funded for preliminary concept studies only)	68	Concepts Underway
51	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,200	FY 2003
52	MD 193	Greenbelt Road; US 1 to Mandan Road in Greenbelt; streetscape (Funded for preliminary concept studies only)	88	Concepts Underway
53	MD 193	University Boulevard; MD 195 to Adelphi Road in Langley Park; streetscape (Funded for preliminary concept studies only) (Project also shown in Montgomery County)	236	Concepts Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<u>Fiscal Years 2002 and 2003 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
54	MD 197	Laurel Bowie Road; MD 450 to Rustic Hill Drive; streetscape (Funded for preliminary engineering only)	350	FY 2003
55	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape (Project schedule is dependent upon county.)	5,400	FY 2002
56	MD 210	Indian Head Highway; District of Columbia Line to MD 414 in Forest Heights; streetscape (Funded for preliminary concept studies only)	106	Concepts Underway
57	MD 450	Annapolis Road; St. Christopher's Church to the Ramada Conference Center in New Carrollton; streetscape	2,060	FY 2003
58	MD 450	Annapolis Road; Phase II - Anacostia River to MD 450 at MD 202 in Bladensburg; streetscape (Funded for preliminary engineering only)	350	FY 2003
59	MD 459	Tuxedo Road; MD 201 (Kenilworth Avenue) to US 50 in Cheverly; streetscape (Funded for preliminary concept studies only)	59	Concepts Underway
60	MD 500	Queens Chapel Road; District of Columbia Line to MD 410 in Hyattsville; streetscape (Funded for preliminary concept studies only)	97	Concepts Underway
61	MD 650	New Hampshire Avenue; District of Columbia Line to MD 410 in Takoma Park; urban street reconstruct (Funded for preliminary concept studies only)	200	Concepts Underway
62	MD 704	Martin Luther King Jr. Highway; District of Columbia Line to Hill Road in Seat Pleasant; urban street reconstruction (Funded for preliminary concept studies only)	100	Concepts Underway
<u>Streetscapes and Minor Reconstruction</u>				
63	MD 201	Kenilworth Avenue; Edmonston Road to MD 410; streetscape	2,841	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<u>Fiscal Years 2002 and 2003 (cont'd)</u>				
<u>Noise Barriers</u>				
64	US 50	John Hanson Highway; 500 feet west of MD 197 to 800 feet west of the Conrail Bridge in the southeast quadrant of the I 95 interchange; noise barrier along westbound roadway (Princeton Square and Ardmore)	4,422	FY 2002
65	I 95	Cherry Hill Road to 1,300 feet south of Cherry Hill Road; noise barrier along southbound roadway (Powder Mill Estates) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	623	
66	I 95	Capital Beltway; East of CSX Railroad to 2,000 feet east of Rhode Island Avenue; noise barrier along inner loop (Hollywood) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,183	
67	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	4,972	
68	I 95	Capital Beltway; Northwest quadrant of the I 95/I 495 interchange; noise barrier along outer loop (Knollwood) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,191	
69	I 95	Capital Beltway; East of Auth Road (Inner and Outer Loops); noise barriers (Auth Village and Princeton/Andrews Manor)	3,111	Under construction
<u>C.H.A.R.T. Projects</u>				
70		Traffic Response and Information Partnership Center in Forestville; establish traveler's information center for advanced management	1,500	Under construction
<u>Environmental Preservation</u>				
71		Various locations in Prince George's County; landscape	149	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

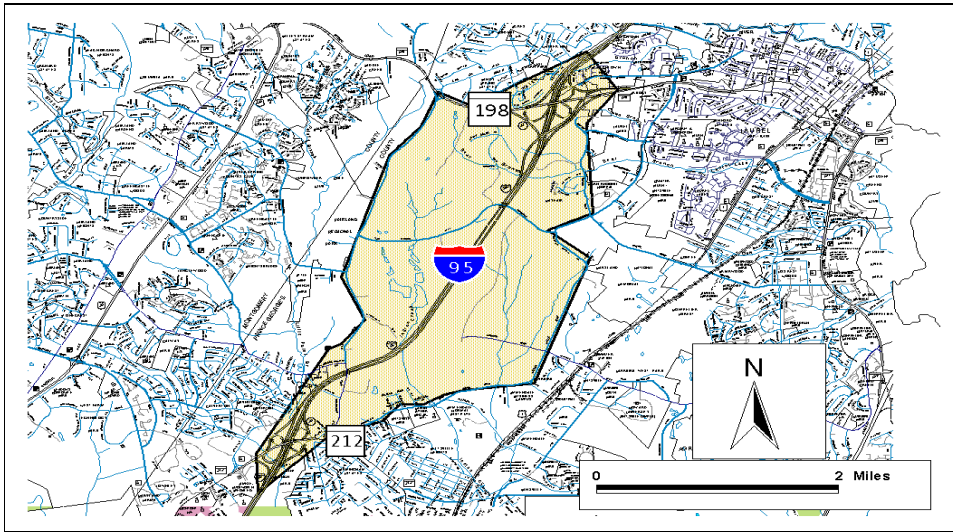
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u>Fiscal Years 2002 and 2003 (cont'd)</u>		
		<u>Environmental Preservation (cont'd)</u>		
72	US 1	Rhode Island Avenue; District of Columbia Line to north of MD 208 (38th Street); urban stormwater retrofit	252	FY 2003
		<u>Commuter Action Improvements</u>		
73		I 95/I 495 Park and Ride Lot to the University of Maryland; study bus access	50	FY 2002
74	MD 210	Indian Head Highway; at MD 373; construct ridesharing facility - 500 spaces (Project to be done by Prince George's County.)	2,949	FY 2002
		<u>Sidewalks</u>		
75	MD 208	38th Street; CSX Bridge to US 1 in Brentwood; retrofit sidewalks - 700 linear feet	63	FY 2002
76	MD 410	East West Highway; at MD 500 in University Park; retrofit sidewalks - 500 linear feet	20	Completed
		<u>Intersection Capacity Improvements</u>		
77	MD 650	New Hampshire Avenue; at Metzerott Road; extend southbound left turn lane, widen northbound to provide separate right turn lane and restripe Metzerott Road to provide triple left turns (Funded for preliminary engineering only)	35	PE Underway
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
78		Bowie New Town Center Pedestrian Bridge - Construction of a pedestrian bridge and connecting trail system over MD 197 in the City of Bowie. Includes state funding for trail segments, traffic signal work, intersection improvements and improvements to address run off.	1,000	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u>Fiscal Years 2002 and 2003 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities (cont'd)</u>		
79		District Heights Trail - Construction of a trail to link the District Heights Elementary School, residential neighborhoods and recreational facilities within the City of District Heights.	556	FY 2002
		<u>Archaeological Planning & Research</u>		
80		Archeological Artifacts Cataloging/Preservation - Development of a database, cataloging and preservation of artifacts retrieved from the Oxon Hill Manor site.	33	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
81		Prince George's County Gateway Signs - Construction of twelve gateway monuments with landscaping and lighting at locations where motorist enter Maryland from Washington, D.C. and one at the Anne Arundel County Line on US 50.	182	FY 2002
		<u>Preservation of Abandoned Railway Corridors</u>		
82		Rhode Island Avenue Rail to Trail (Phase II) - Construction of a trail from Greenbelt Road to Berwyn House Road on the abandoned DC Transit trolley right-of-way within the City of College Park.	155	Underway

**PROJECT:** I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated. Bicycle and pedestrian access will be provided on Contee Road.

JUSTIFICATION: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95 / MD 198 interchange and provide access for proposed development east and west of I-95.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)

East/West Link Improvements (D&E Program)

MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

MD 28/MD 198, MD 97 to I-95 (D&E Program)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	630	0	0	0	0	NHS
PE	0	0	758	2228	3713	IM
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway, partially funded by developer. The Preliminary Engineering cost shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	
Planning	900	0	350	350	200	0	0	0	900
Engineering	4,785	0	0	0	541	1,591	1,591	1,062	4,785
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	5,685	0	350	350	741	1,591	1,591	1,062	5,685
Federal-Aid	3,979	0	245	245	519	1,114	1,114	742	3,979

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

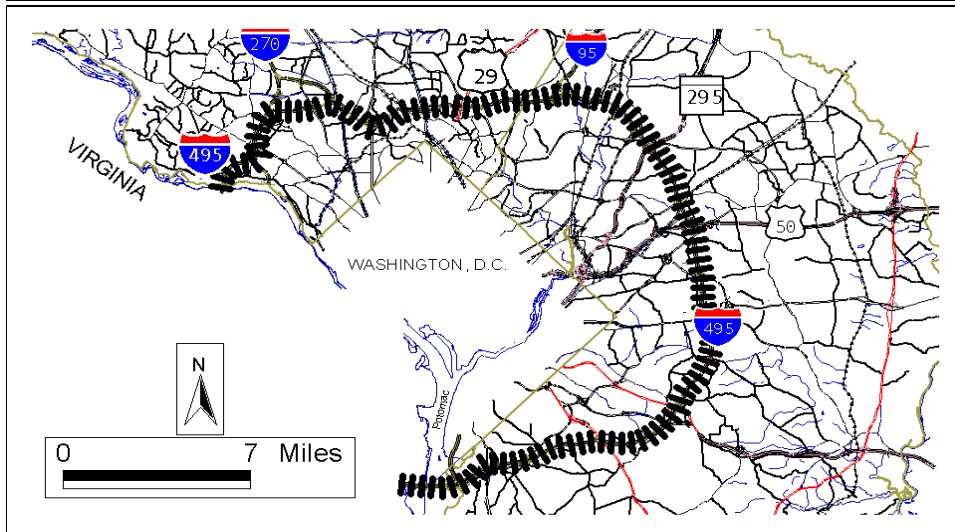
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 165,200

PROJECTED (2025) - 236,400

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 15
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-495 / I-95, Capital Beltway / Purple Line Study

DESCRIPTION: Study to determine the feasibility of providing high occupancy vehicle lanes and other transit improvements, from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Ritchie Marlboro Road (Construction Program)
 I-95/I-495, Woodrow Wilson Bridge (Construction Program)
 MD 4, MD 223 to I-95/I-495 (D&E Program)
 MD 5, US 301 at T.B. to north of I-95/I-495 (D&E Program)
 I-495, ATMS Project (System Preservation Program)
 I-95/I-495, Corridor Transportation Study (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	
Planning	6,225	3,262	1,150	1,150	663	0	0	0	2,963
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	6,225	3,262	1,150	1,150	663	0	0	0	2,963
Federal-Aid	4,358	2,283	805	805	465	0	0	0	2,075

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

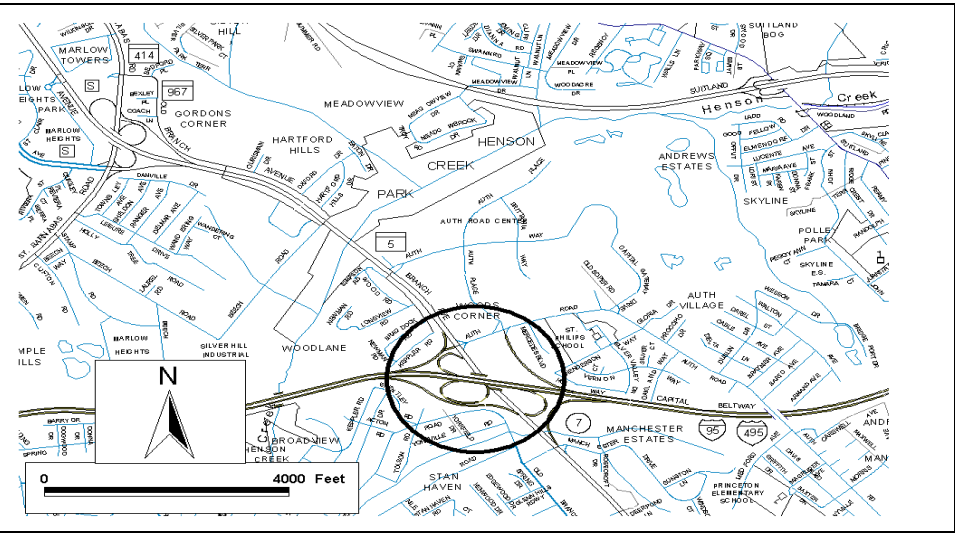
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 230,300

PROJECTED (2025) - 307,300
 361,400 (Clara Barton Pkw.)

OPERATING COST IMPACT: N/A



PROJECT: I-95 / I-495, Capital Beltway

DESCRIPTION: Study to improve access from MD 5 (Branch Avenue) and I-95 / I-495 to the Branch Avenue Metro Station. Pedestrian / bicycle facilities will be included as appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this study is to develop a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Green Line Extension Access Improvements (Construction Program)
MD 5, US 301 at T.B. to north of I-95/I-495 (D&E Program)
I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	71	0	1001	0	0	CMAQ
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The cost increase of \$1.0 million is due to the addition of a pedestrian overpass and roadway extension option.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	
Planning	776	776	0	0	0	0	0	0	0
Engineering	4,926	0	1,456	2,040	1,430	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	5,702	776	1,456	2,040	1,430	0	0	0	0
Federal-Aid	3,448	0	1,019	1,428	1,001	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

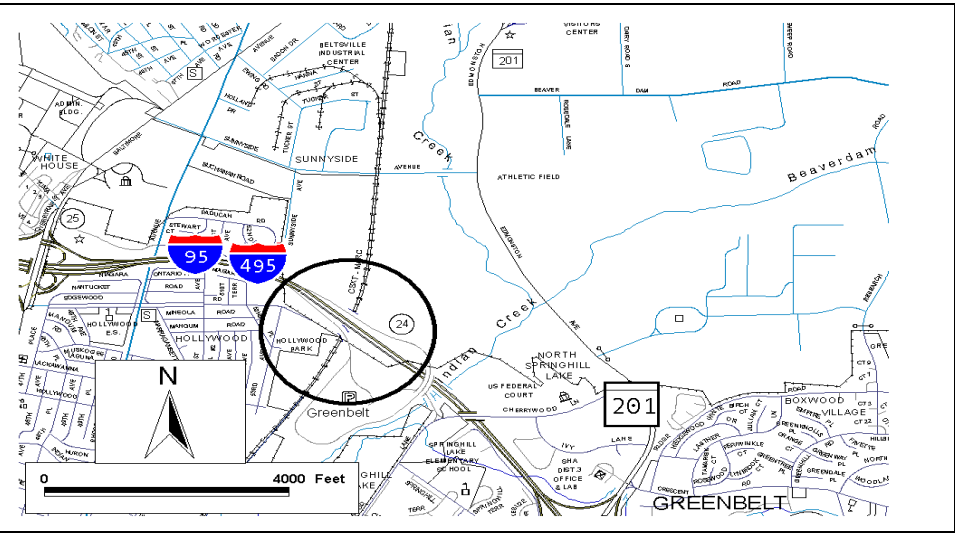
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 69,150 (MD 5)

PROJECTED (2025) - 113,900 (MD 5)

OPERATING COST IMPACT: N/A



PROJECT: I-95 / I-495, Capital Beltway

DESCRIPTION: Study to construct a full interchange along I-95 / I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95 / I-495 and provide access for proposed development in the vicinity of the Greenbelt Metro Station.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,000	105	200	250	250	195	0	0	0	895	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	105	200	250	250	195	0	0	0	895	0
Federal-Aid	700	74	140	175	175	136	0	0	0	626	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

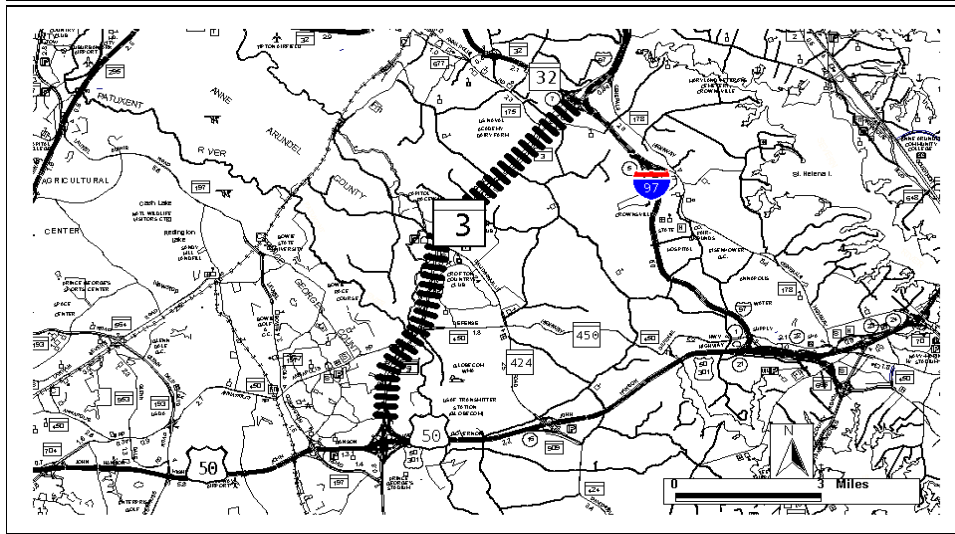
CURRENT (2000) - 224,900

PROJECTED (2025) - 303,600

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 18

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 50, East of US 301 to east of I-95/I-495 (Construction Program)
 US 301, South Corridor Transportation Study (D&E Program)
 US 301, North of Mount Oak Road to US 50 (D&E Program)
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	886	0	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,266	0	233	400	333	300	0	0	0	1,266	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,266	0	233	400	333	300	0	0	0	1,266	0
Federal-Aid	886	0	163	280	233	210	0	0	0	886	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

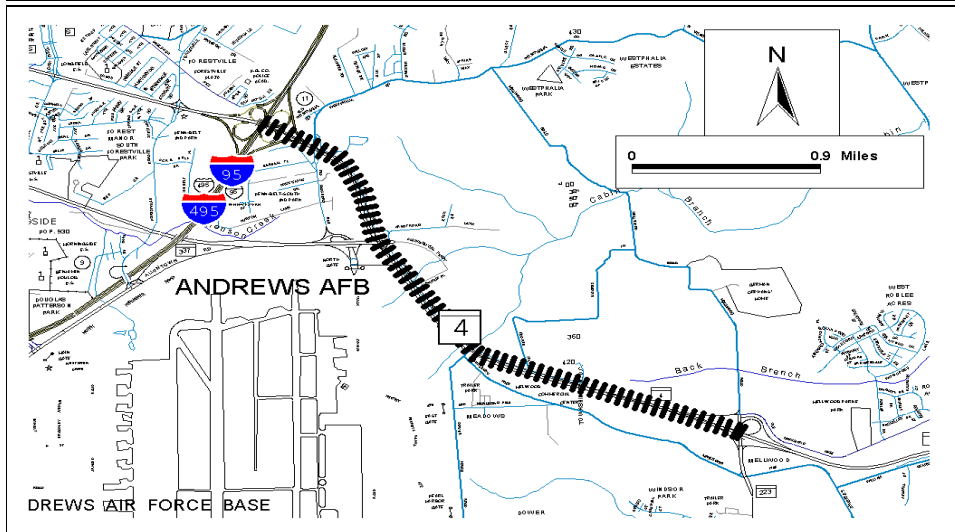
CURRENT (2000) - 56,000

PROJECTED (2025) - 129,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 19

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Study to upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95 / I-495 (Capital Beltway) (3.08 miles). Bicylists and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will worsen with projected development in the immediate area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,613	1,613	0	0	.....2004.....	.....2005.....	.....2006.....	.....2007.....	.....	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,613	1,613	0	0	0	0	0	0	0	0	0
Federal-Aid	1,129	1,129	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

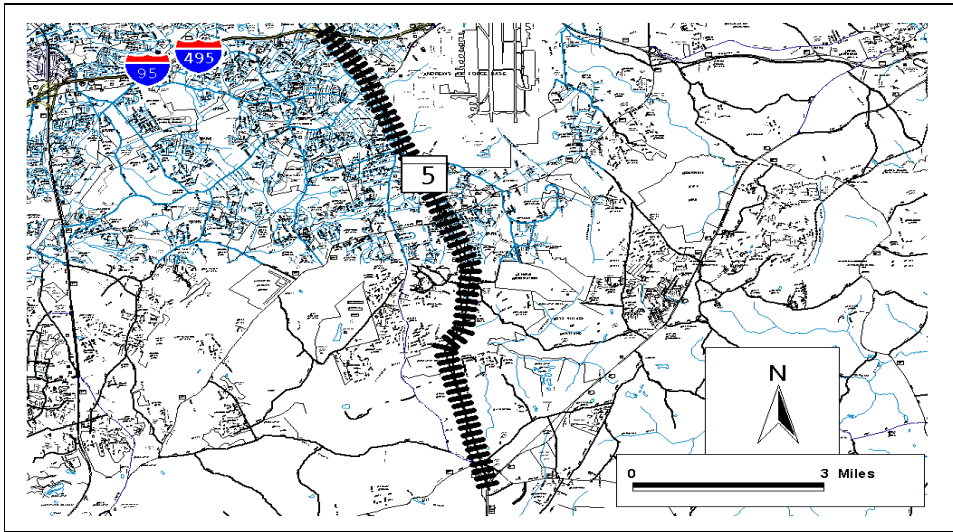
CURRENT (2000) - 67,900

PROJECTED (2025) - 106,250

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 20

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade access controls and widen existing MD 5 to a 6 lane expressway from US 301 interchange at T.B. to north of I-95 / I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill / Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 5, Interchange at MD 373 and Brandywine Road Relocated (D&E Program)
 I-95/I-495, Branch Avenue Metro Station Access Study (D&E Program)
 US 301, South Corridor Transportation Study (D&E Program)
 Intermodal Projects Implementation Program (TSO)
 Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	SIX YEAR TOTAL
Planning	322	322	0	0	0	0	0	0	0
Engineering	1,719	1,719	0	0	0	0	0	0	0
Right-of-way	8,373	8,373	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	10,414	10,414	0	0	0	0	0	0	0
Federal-Aid	6,531	6,531	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
FEDERAL - Freeway - Expressway

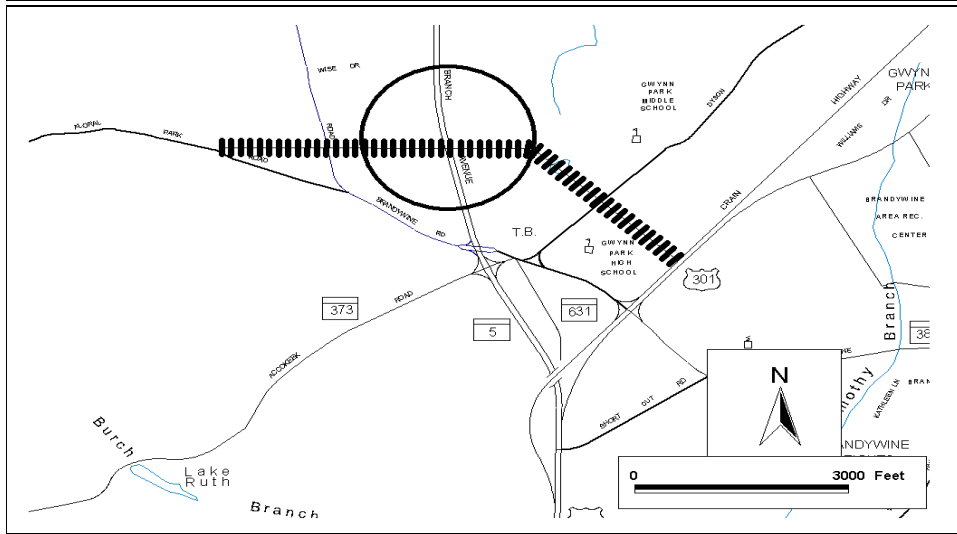
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 88,000

PROJECTED (2025) - 150,000

OPERATING COST IMPACT: N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will worsen as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (D&E Program)
 US 301, South Corridor Transportation Study (D&E Program)
 Southern Maryland Mass Transportation Analysis (MTA)
 Intermodal Projects Implementation Program (TSO)

STATUS: Final Engineering on hold pending an alignment decision on the proposed Prince George's County Spine Road in the Brandywine area.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	561	561	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	561	561	0	0	0	0	0	0	0	0	0
Federal-Aid	393	393	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

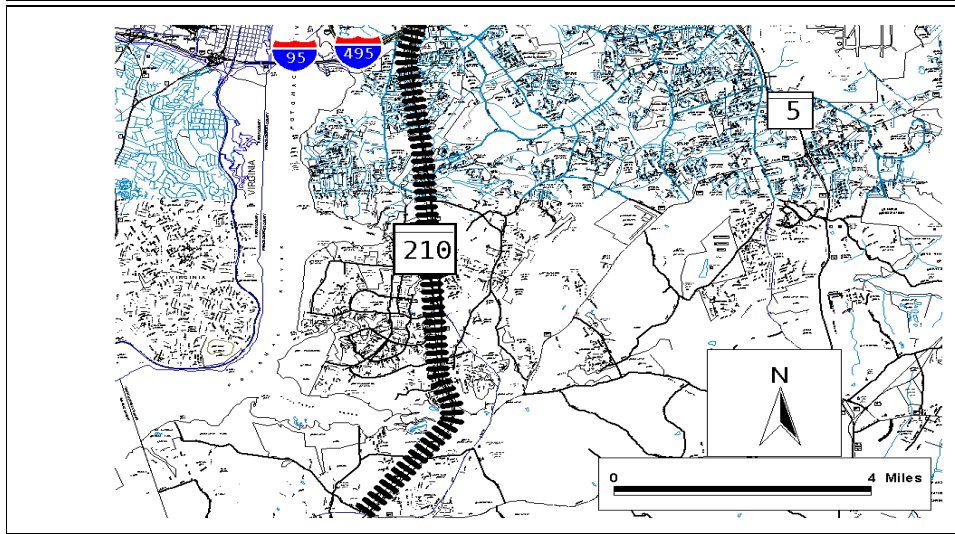
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 60,000

PROJECTED (2025) - 127,700

OPERATING COST IMPACT: N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95 / I-495 to MD 228. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-295/I-495, National Harbor Access (Construction Program)

MD 228, MD 210 to west of Mattawoman Creek (Construction Program)

I-95/I-495, Woodrow Wilson Bridge (Construction Program)

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2003	2004	2005	2006	2007		
Planning	2,100	1,714	286	100	0	0	0	0	0	386	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,100	1,714	286	100	0	0	0	0	0	386	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

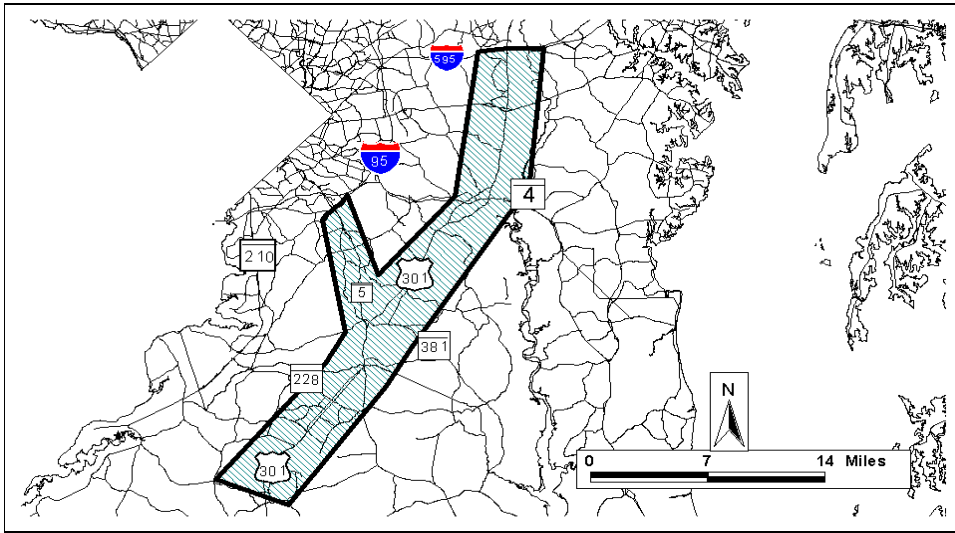
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 70,000

PROJECTED (2025) - 114,850

OPERATING COST IMPACT: N/A



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway / transit improvements South of LaPlata to US 301 / US 50 interchange in Bowie and to Branch Avenue Metro Station. Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short / long range transit alternatives. Bicycle and pedestrian access will be included in the study.

JUSTIFICATION: This study will address transportation needs and alternatives and related environmental and growth management issues.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

[Southern Maryland Mass Transportation Analysis \(MTA\)](#)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning and Right-of-way on hold.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Planning and Right-of-way funds deleted due to the national economic slowdown. See page A-11.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW								
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	TO COMPLETE
Planning	10,164	8,976	1,188	0	0	0	0	0	1,188
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	29,842	15,934	2,100	0	4,113	2,565	2,565	2,565	13,908
Construction	0	0	0	0	0	0	0	0	0
Total	40,006	24,910	3,288	0	4,113	2,565	2,565	2,565	15,096
Federal-Aid	7,115	6,283	832	0	0	0	0	0	832

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

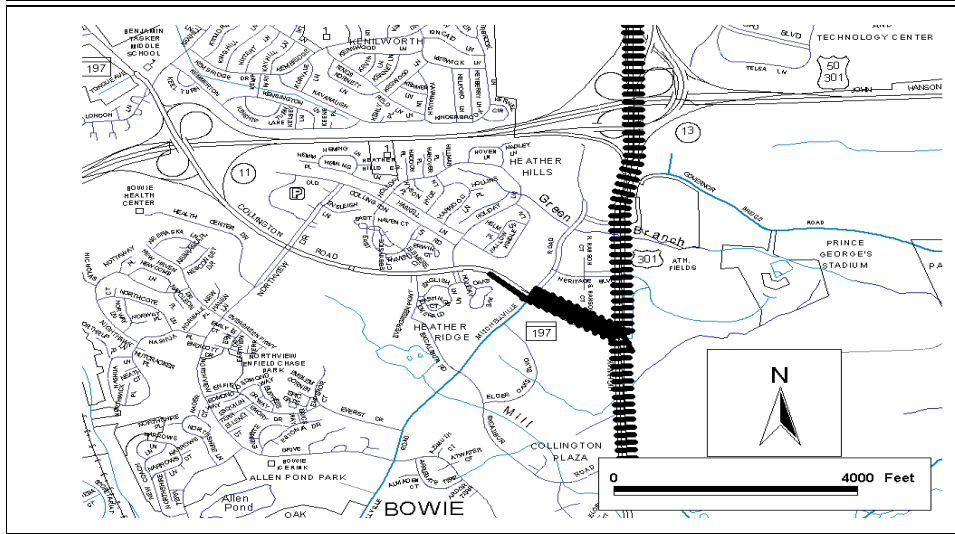
CURRENT (2000) - 80,000

PROJECTED (2025) - 145,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 24

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Shoulders will accommodate bicycles. Sidewalks will be provided where appropriate.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 50, east of US 301 to east of I-95/I-495 (Construction Program)

US 301, South Corridor Transportation Study (D&E Program)

MD 3, US 50 to MD 32 (D&E Program)

Intermodal Projects Implementation Program (TSO)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2003	2004	2005	2006	2007		
Planning	1,617	463	530	424	200	0	0	0	0	1,154	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,617	463	530	424	200	0	0	0	0	1,154	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

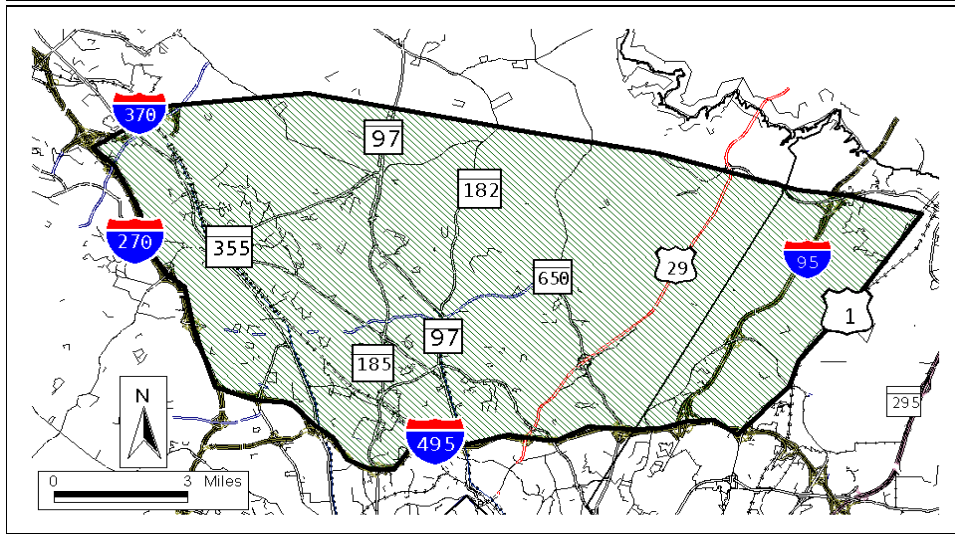
CURRENT (2000) - 65,000

PROJECTED (2025) - 107,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 25

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: East-West Link Improvements

DESCRIPTION: Study to construct new east-west link improvements in Montgomery and Prince George's counties between I-370 and US 1. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: East-west link improvements are needed to provide improved connectors to I-270 and I-95 and to support land use plans of both counties.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East-West Intersection Improvement Program (Construction Program)
 I-95/Contee Road Interchange (D&E Program)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (D&E Program)
 US 29 Interchanges (Construction and D&E Programs - Montgomery County)
 MD 28/MD 198, MD97 to I-95 (D&E Program)

STATUS: Project Planning to begin for the East-West Link during budget fiscal year

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	2,060	0	0	618	824	618	0	0	2,060	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,060	0	0	618	824	618	0	0	2,060	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

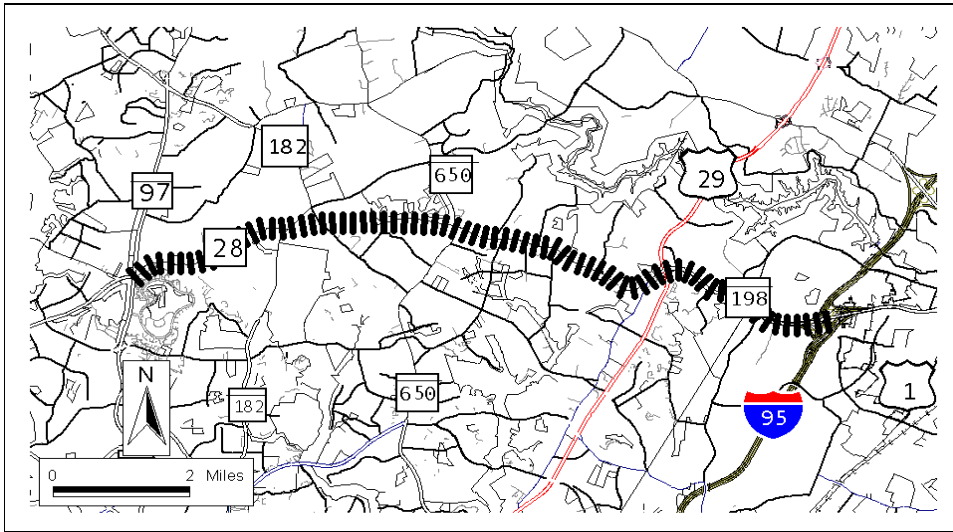
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT: N/A

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 28 (Norbeck Road) / MD 198 (Spencerville Road)

DESCRIPTION: Corridor study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.5 miles). Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate.

JUSTIFICATION: This project would accommodate travel in a safe and efficient manner along the MD 28 / MD 198 Corridor between MD 97 and the US 29 / I-95 Corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

- | | | |
|--------------------------|--|---|
| <input type="checkbox"/> | Project Not Location Specific or Location Not Determined | |
| <input type="checkbox"/> | Project Within PFA | <input checked="" type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> | Grandfathered | <input type="checkbox"/> Exception Approved by BPW/MDOT |

ASSOCIATED IMPROVEMENTS:

East-West Intersection Improvement Program (Construction Program)

East/West Link Improvements (D&E Program)

I-95/Contee Road Interchange (D&E Program)

MD 201 Extended/US 1, I-95/I-495 to Contee Road (D&E Program)

US 29 Interchanges ([Construction](#) and [D&E Programs](#) - Montgomery County)

MD 97/MD 28 Interchange (D&E Program - Montgomery County)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The cost increase of \$1.1 million is due to a more detailed cost estimate.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	427	567	497	140	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	2,552	222	610	810	710	200	0	0	2,330	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,552	222	610	810	710	200	0	0	2,330	0	
Federal-Aid	1,786	155	427	567	497	140	0	0	1,631	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

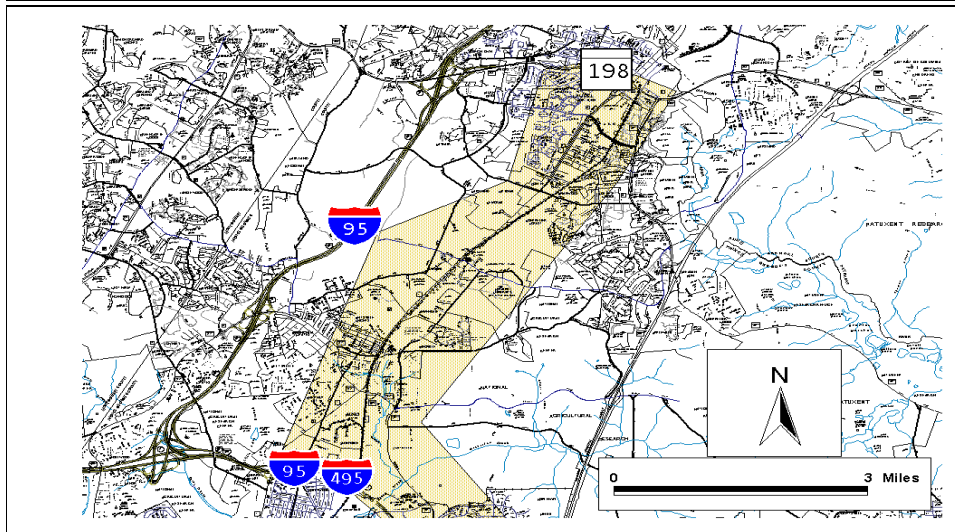
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 13,900 - 41,500 (MD 28)
17,300 - 64,500 (MD 198)

PROJECTED (2025) -	27,400 - 62,400 (MD 28)
	22,000 - 73,800 (MD 198)

OPERATING COST IMPACT: N/A



PROJECT: MD 201 Extended (Kenilworth Avenue) / US 1

DESCRIPTION: Study 4 - 6 lane divided highway from I-95 / I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project. Includes study to construct an interchange at MD 212 (Powder Mill Road).

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Construction Program)
 East/West Intersection Improvement Program (Construction Program)
 University of Maryland Arena Replacement Access Improvements (Construction Program)
 East/West Link Improvements (D&E Program)
 US 1, College Avenue to Sunnyside Avenue (D&E Program)
 MD 28/MD 198, MD 97 to I-95 (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
					2003	2004	2005	2006	2007		
Planning	2,849	1,569	800	480		0	0	0	0	1,280	0
Engineering	0	0	0	0		0	0	0	0	0	0
Right-of-way	0	0	0	0		0	0	0	0	0	0
Construction	0	0	0	0		0	0	0	0	0	0
Total	2,849	1,569	800	480		0	0	0	0	1,280	0
Federal-Aid	1,994	1,098	560	336		0	0	0	0	896	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

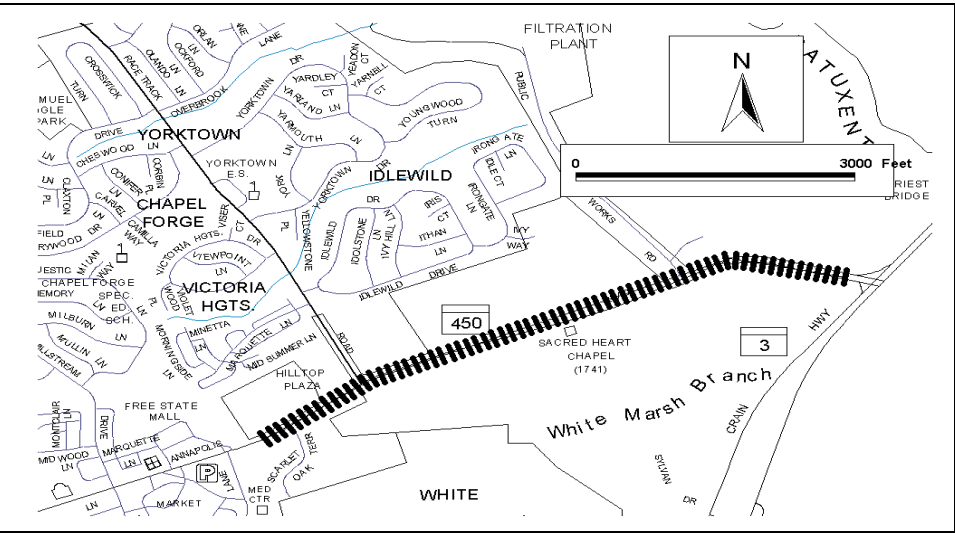
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 33,600

PROJECTED (2025) - 52,100

OPERATING COST IMPACT: N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Study to upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Wide curb lanes will accommodate bicycles. Sidewalks will be included as appropriate.

JUSTIFICATION: Additional lanes are needed to accommodate high volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- MD 450, Seabrook Road to MD 193 (Construction Program)
- MD 450, MD 193 to Stoneybrook Drive (Construction Program)
- MD 450, East of Whitfield Chapel Road to Seabrook Road (Construction Program)
- MD 3, US 50 to MD 32 (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	SIX YEAR TOTAL
Planning	1,334	1,334	0	0	0	0	0	0	0
Engineering	5	5	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	1,339	1,339	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

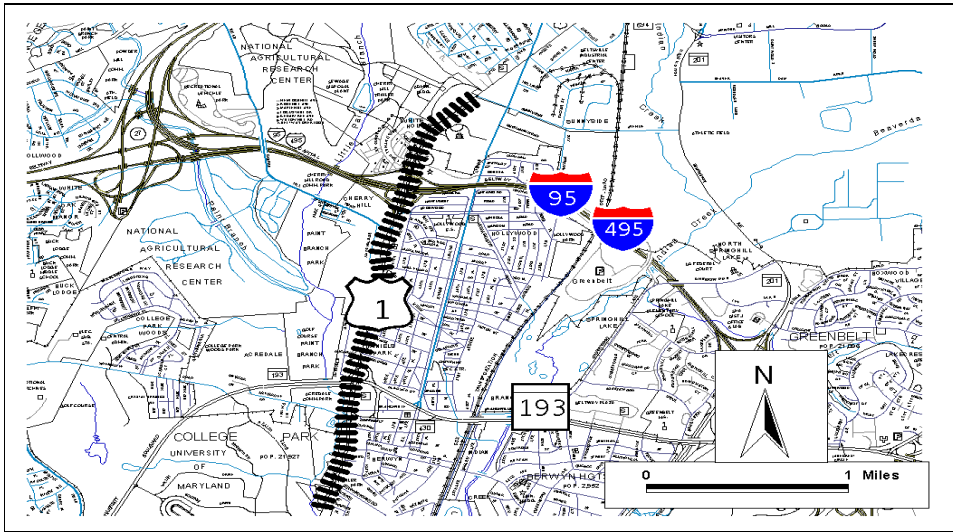
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 22,900

PROJECTED (2025) - 52,000

OPERATING COST IMPACT: N/A



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included as appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate revitalization within College Park.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Construction Program)
 University of Maryland Arena Replacement Access Improvements (Construction Program)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,053	681	372	0	0	0	0	0	0	372	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,053	681	372	0	0	0	0	0	0	372	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 54,000

PROJECTED (2025) - 90,800

OPERATING COST IMPACT: N/A